S. H. RAUFFMANN, President.

# STEEL STRIKE AVERTED

Differences at New Philadelphia, Ohio, Adjusted.

### AN AGREEMENT SIGNED

FOUR SHEET MILLS WILL RE-SUME AT ONCE.

President Shaffer of the Amalgamated Association Instrumental in Effecting the Settlement.

PITTSBURG, Pa., October 10 .- The trouble over the violations of the limit of product clause of the Amalgamated scale at the New Philadelphia, Ohio, plant of the American Sheet Steel Company, which threatened to tie up all the American sheet steel mills in the country, has been satisfactorily adjusted and the strike averted. Notices have been posted at the rolling mill that four sheet mills will resume at

once. President Shaffer of the Amalgamated Association, went to New Philadelphia yesterday and quickly adjusted the difficulties. A written agreement was entered into to let the matter stand on 135 "pairs" until July, 1904, and that no "over pairs" shall be made until that time. The working of "over pairs" was the cause of the dispute, some of the men being discharged for refusing to do the work.

#### Homestead Mills to Resume.

PITTSBURG, October 10.-Concerning the posting of notices at the Homestead Steel Works yesterday that the 25 and 40-inch mills will shut down, President A. C. Dinkey of the Carnegie Steel Company says the suspension is for a week only, and he expects the mills to be running the week

"These mills," said he, "have been runnins off and on all summer. In fact, the 35 and 40-inch mills have never run full since they were built. The reason is that there are not enough orders for those sizes. Two weeks ago these mills did not run. They have been running since, and will run again after next week." The 10, 23 and 33-inch mills in Homestead.

which have been working on single turn for three weeks, have been restored to double turn, and are expected to run full

#### TO TEST SUBMARINE BOATS. Opportunity to Be Given to American

The board of inspection and survey has

arranged to conduct the competitive tests of private submarine boats on the 15th of November. The naval appropriation act of the Fifty-seventh Congress gave the Secretary of the Navy discretionary authority to expend not more than \$500,000 for the purpose or manufacture of subsurface or submarine torpedo boats. The act also provided that prior to such purchase any merican inventor or owner of such boat should be given an opportunity to have it tested by comparison or competition with a similar boat in the government service or with other private boats of the same general type.

So far as known the only submarine boats likely to be entered at the competition will be those built by the Holland Company and the Lake Company. In that event the tests will probably determine which of those two types of submarine boats will be adopted by the American navy.

# HAS EXCHANGED VISITS.

#### Rear Admiral Cotton Sees New Turkish Governor General.

Rear Admiral Cotton cables the Navy Department from Beirut, the 9th instant, that he has exchanged visits with the new Turkish governor general with the customary courtesies. The governor general has infermed the consul that he has received preemptory instructions from the sultan to preserve order and administer law impartially in protecting the lives and property of foreigners. Christians and Mohammedans. Admiral Cotton says that Beirut is

### GEN. DUFFIELD REPORTS.

German Claims Against Venezuela Were Considerably Cut by Commission. Gen. Henry M. Duffield, the umpire of the tribunal appointed to adjust the claims of Germany against Venezuela, called at the State Department today. He acquainted the officials with the findings of the commission. The total amount of the claims presented was 6,049,000 marks, but the claimants were awarded but 1,670,000

marks.

Gen. Puffield says that the commission were treated with every courtesy at Cara-cas. Two papers which printed inflammatory statements regarding the commissioners were promptly suppressed by President Castro, and up to ing Venezuela Gen. Duffield said they were still under the government ban.

#### TO RECEIVE GEN. HAMILTON. The Latter Expected to Arrive This

Afternoon.

Col H. A. Greene, military secretary to the chief of the general staff, has been detailed to receive Maj. Gen. Ian Hamilton of the British army, who is expected to arrive here this afternoon, and escort him to his notel. Gen. Hamilton will be the guest of honor at a dinner given by Gen. and Mrs. honor at a dinner gr Corbin this evening.

Report of Robert C. Morris. Robert C. Morris, agent for the United States in claim cases against Venezuela, has made an oral report to the State Department. A number of the claims of United States citizens has been settled, but some of the most important cases are yet pending. So far as the settlement has been made Mr. Morris seems satisfied. He reports, however, that all foreigners repre-senting claimants in Venezuela have been subjected to general abuse and criticism by the opposition newspapers of that country, which seem determined to make it unpleasant for the agents, attorneys and um-

Trial of the Missouri. The battle ship Missouri will be tried on the 21st instant, and the cruiser Denver on the 22d instant, over the Cape Anne course off the coast of Massachusetts. The course will probably be marked by the Atlanta, Buffalo, Hull, McDonough, Peoria and Nezinscott. The Denver has arrived at the League Island navy yard for docking preparatory to the trial

Not a Long Message Expected. Representative Robert Adams of Philadelvert would not send a long message to the extra session of Congress next month, but would confine his recommendations to Cuban reciprocity. Payne this afternoon. Mr. Adams said that he understood that President Roose-velt would not send a long message to the

FIERCE STORM CAUSED MUCH HAVOC IN CITY.

Norfolk Steamer Fought Sixty-Mile Gale Coming Up Chesapeake Bay.

Washington has been swaying under the blasts of a forty-mile gale for the past twenty-four hours, and the conditions will continue another day and night unless the indications at the weather bureau are at

The high winds that have torn the leaves from the trees and have ripped flags and awnings to shreds are a product of the

The storm, the severest for several years centered off the North Carolina coast early yesterday morning and began to spend its force on the country to the north. It appeared suddenly and is still central off North Carolina. The weather bureau experts, who watched the wind rise, state that the storm center is stationary and will not disappear until it blows itself out.

Forty Miles an Hour Here. The wind yesterday varied between thirty and forty miles per hour. This condition existed all day today, and the weather bureau officials say it will have to exhaust its energy and disappear of its own voli tion before there is any change in the condition of things in this section of the coun-

Washington has not had the worst of it by any means. This morning the weather bureau received a report from the signal station at Cape Henry, Virginia, to the ef-fect that the wind was then blowing sev-enty-two miles an hour, and was carrying

everything before it.
Such a velocity is almost a cyclone, and Such a velocity is almost a cyclone, and nothing but the strongest and most firmly anchored buildings can stand before it.

All along the coast of Virginia and North Carolina heavy weather is being experienced. Crops are being damaged by the wind, and the fishing industry has been suspended until the gale subsides.

#### Fought a Sixty-Mile Gale.

The gale on the river was very severe, but the steamers due here last night and this morning came into port almost on schedule

The steamer Norfolk of the Norfolk and Washington line, which was reported to have tied up at Old Point, with the steamers of the Baltimore and Cape Charles lines, arrived here shortly after 7 o'clock this

She fought a sixty-mile-an-hour gale up the bay, and at times the seas washed over he bow, but at no time was she in any danger nor were her passengers at all alarmed. According to the records of the Norfolk and Washington company, last night was with one exception, the roughest ever ex perienced on Chesapeake bay since the line was established. The steamer will leave here on schedule time this evening.

### Coal Barge Ashore.

Capt. Bailey Reed of the steamer Wakefield, which came into port from river landings vesterday afternoon, reports having sighted a coal carrying barge ashore on the Virginia side of the river below Occoquan. She was lying in a dangerous position with the seas breaking over her. The steamer could not get near enough to her to ascertain her name.

The northerly winds caused unusual lov water in the river, and nearly all the steamers in the harbor were lying aground in their berths yesterday afternoon.
The United States ship Fern, the naval battalion vessel, was almost high and dry her entire length. Below the city the river had dwindled to a stream a hundred yards wide, the flats on both sides being entirely uncovered.

This is the first time they have shown so

### WILL AWAIT LAMBERTON.

The Gloucester Will Take New Commander to Santos.

completely for five or six years.

The Navy Department has been notified of the arrival of the cruiser Gloucester at Rio de Janiero, where she will await the arrival of Rear Admiral Lamberton, the new commander-in-chief of the station, and convey him to the flagship Newark, lying at Santos with the remainder of the squad-Admiral Lamberton is on his way from Southampton, England, to Rio.

### Lewis Nixon Here.

Lewis Nixon, who has withdrawn from the race for the independent democratic candidacy for mayor of New York city, accompanied by his wife, arrived in Washington late last night, and left this morning before his presence in the city became known, for Leesburg, Va., his native place.

# To Investigate Alaska Mines.

SEATTLE, Wash., October 10.-The parties next year investigating the mining resources of southeastern Alaska, the fermation in the Yukon country, and the oil deposits in Alaska. If the appropriation is ample it is intended to study the geology of the Nome district, and is to onduct an investigation of the coal supply

## Heavy Rainfall at Albany.

ALBANY, N. Y., October 10 .- The rain, which ceased yesterday afternoon after a total rainfall of 4.69 inches, unparalleled in the twenty-nine years' records of the local weather office, has been followed by a flood, also unprecedented at this season, which reached its height about 10 o'clock this morning with a maximum of 15.05 feet above mean low-water mark. The dam across the Normanskill at Ken-

wood, just south of the city line, was swept out this morning, carrying away still more of the damaged river road bridge. A family named Denison, living on the low flats just east of the dam, barely escaped last night with their lives.

# Cable Chess Match Challenge.

NEW YORK, October 10.-The Brooklyn Chess Club yesterday received a challenge of the City of London Chess Club for a cable chess match, to be played under the conditions of the Anglo-American chess trophy. The Brooklyn club will accept.

### Registration in New York.

NEW YORK, October 10.-The police department gave out the revised figures today of the first day's registration in this city, the total registration being 169,444. distributed as follows: Manhattan and the Bronx, 99,483; Brooklyn, 60,205; Queens 6,980; Richmond, 2,776. The first day's registration in 1902 was Representative Robert Adams of Philadel-phia was a caller on Postmaster General probably to the inclement weather.

BLEW TERRIFIC GALE Senator Foraker Talks With the President.

#### CONFIDENT OF SUCCESS

NO DISTRICT JUDGE UNTIL AFTER ELECTION.

Famous Englishmen Call on Mr. Roosevelt-The Alaskan Central Rail-

way Wants a Cable.

Senator Foraker was with the President this morning and talked over with him the campaign in Ohio, in which the President is much interested. Senator Foraker was never more sanguine of republican success in his state, and told the President so. The Ohio senator will return to Ohio tonight and will go into the campaign.

"Col. Herrick will have anywhere from 60,000 to 100,000 majority," said Senator Foraker, "and the legislature will be republican on joint ballot by from thirty-five to forty votes. There is not the faintest likelihood of a democratic legislature. Senator Hanna will be re-elected, and he ought to be. He is in good health, is making good speeches and adding votes to the republican tickets. I cannot see where there is the slightest foundation for some of the stories that have been floating around that Tom Johnson has any show for election."

Stories have recently been in circulation that Senator Hanna is opposed by the labor vote this year, and that this fact adds to a feeling of uneasiness as to the outlook. How this could be true is not known among Ohio people in view of the general understanding that Senator Hanna has been friendly to labor interests. Some of the stories of this nature and of a kindred variety have been coming to the White House, and the President was glad to re-ceive assurances that the republicans are as strong and buoyant as in any previous campaign for many years.

The District Judgeship.

Senator Foraker declined to discuss the probable appointment of Judge Thew Wright of Cincinnati as a justice of the Supreme Court of the District of Columbia to succeed Justice Hagner, resigned. The visit of Senator Foraker, however, has not hastened the appointment, even if the matwithdrawn his recommendation of Judge Wright, and will continue to urge him as the best man for the place. He hopes to secure the appointment, too. About the only thing in the way of Judge Wright's selection is the opposition of Senator Ham, na and George T. na and George B. Cox of Cincinnati. They have filed a protest against the appoint-ment because of the political hostility of Mr. Cox to Judge Wright. The fight has not gone so far yet that it may not be smoothed over, and some of Judge Wright's friends are working to that end. The understanding is that the appointment of justice of the local court may not, after all, be made until right after the election. If Judge Wright is to be ap-pointed the President will not announce the appointment until after the election so that no complications may be added to the Ohio

### A London Traffic Commission.

David Barber, George Bartley and Sir John Dickson Poynder, members of the royal traffic commission of London, paid their respects to the President today. The commissioners are in this country to study American methods of underground and elevated railway construction that similar work in London may be done under the most improved and satisfactory methods. The members of the commission have been to New York and Boston, and will go elso where before returning to the English capital. They have seen much to interest them since they have been in the United States. The President expressed pleasure at meet-

Sir John Dickson Poynder and Lord Rib-blesdale of England were guests of the President at luncheon this afternoon.

### An Alaskan Railway

President Roosevelt had talks today and yesterday with John E. Ballaine, chairman of the finance committee of the Alaskan Central railway. Mr. Ballaine is in Washington on department work connected with the railway enterprise, and he desired the assistance of the President in the presentation of his requests to the departments. This the President gave without question Seward, Alaska, is the southern terminus of the Alaska Central road, and Mr. Ballaine is here, among other things, to get the War Department interested in the laying of a cable from Juneau to Seward, a distance of 800 miles. The War Depart-ment is now completing a cable line from Scattle to Juneau, and will ask for an appropriation for the extension of the line. The Alaska Central wants the line extended to Seward. The construction of the Alaska Central road has already begun and it will be pushed as fast as possible to the Tanana river, a distance of 420 miles. Mr. Ballaine believes that the building of the road will result in enormous development of a magnificently rich territory. He thinks that it United States geological survey will have will add many millions in gold to the supply now in existence and being taken from Alaska, in addition to opening up splendid agricultural fields.

### Some of the Day's Callers.

Major J. M. Wright, marshal of the Supreme Court of the United States, and F. D. Faust, his assistant, called on the President this morning to arrange for the regular formal call of members of the court. The tribunal will assembly Monday, and, following a time-honored custom, will wait upon the President to announce that the court is in session. This custom has existed for many years and has never been neglected upon the assembling of the court. George Wilson, secretary of the chamber of commerce of New York, was with the President some time this morning. Lincoln J. Steffens, the magazine writer, also saw the President. Mr. Steffens has recently been engaged in writing stories of the corruption in the municipal governments of some of the largest cities in the country.
Assistant Secretary of State Loomis today presented to the President M. Baunau Varrilla the editor of Le Matin of Paris, one of the great newspapers of Europe. M. Varrilla was the first engineer of the Panama canal and for a long time was engaged on that work. He chatted briefly with the President concerning the canal, but only in an informal way.

White House Flag Upside Down.

Jerry Smith, the colored patriarch of the White House, caused a small commotion in the neighborhood of the Executive Mansion today. Last night the wind blew the flag and halyards off the poie, and for a good while today there was no flag flying from the roof of the White House. Then Jerry Smith, whose "bones air gitting feeble and along in years, sir," climbed to the

was not long before "Uncle Jerry" took his rheumatism and other allments to the roof once more and righted the distressed condition of the official emblem that the President is in his offices and at work to earn his salary

#### CAPTAINS PROMOTED

EFFECT OF RETIREMENT OF AD-MIRAL KEMPFF.

Four Rear Admirals Created-A Number of Other Advancements in Grade.

The statutary retirement of Rear Admiral Louis Kempff tomorrow on account of age will cause the following promotions in the navy:

To be rear admirals-Captains Benjamin P. Lamberton, French E. Chadwick, Bowman H. McCalla and William H. Whiting. To be captains-Commanders Thomas C. McLean, William J. Barnette, Francis H. Delano, Charles T. Forse.

To be commanders-Lieutenant Commanders Stacy Potts, Henry T. Cleaver, James M. Helm, Albert B. Willits, Cameron McR. Winslow, James P. S. Lawrence. To be lieutenant commanders-Lieuten-

ants Wm. L. Howard, Wiley R. M. Field, John M. Poyer, Henry G. Leopold, Robert B. Higgins, John C. Leonard.
To be lieutenants—Lieutenants (junior grade) Cyrus R. Miller, Orin G. Murfin, Leonard R. Sargent, Luther M. Overstreet, Victor S. Houston, David F. Boyd, Louis C. Richardson.

Benjamin Peffer Lamberton was born in

Benjamin Peffer Lamberton was born in Peru. He attended the Naval Academy from 1861 to 1865; was attached to the steam sloop Susquehanna of the Brazil squadron in 1865-6, the steam sloop Juniata of the South Atlantic squadron, 1866-7; was promoted to master December 1, 1866; commissioned as lieutenant March 12, 1867; lieutenant commander theorems 18, 1887; lieutenant commander, December 18, 1868; served on the Mohican of the Pacific fleet, 1873 and '4; torpedo service, 1875; was promoted to captain May 17, 1898, and served as chief of staff to Admiral Dewey at the battle of Manila bay, May 1, 1898. French Ensor Chadwick was born in Virginia and appointed from that state to the Naval Academy in 1861. Was attached to the Susquehanna in the Brazil squadron in 1865.61 received promitters.

the Susquehanna in the Brazil squadron in 1865-6, received promotions to master and lieutenant December 1, 1868, and March 12, 1868; lieutenant commander, December 15, 1868; served on the Gueriere, European squadron; at the Naval Academy, on the Powhatan; North Atlantic station. New York navy yard; special light house duty; naval attache at London; became commander December, 1884; commanded the Yorktown, squadron of evolution, 1889-1891; secial duty at the Navy Department, and on cial duty at the Navy Department, and on board of labor reorganization; chief intelli-

sey and appointed to the Naval Academy in 1861. Served on the Brazil, South Atlantic and South Pacific stations, European fleet, at the Naval Academy, North Atlantic station, assistant in bureau of navigation, commanded the Enterprise on the European station, was equipment officer at the Mare Island navy yard, and commanded the Marblehead in the Spanish-American war. During the boxer troubles in China he commanded a detachment of marines that went to the relief of the beleaguered legations in Peking.

William Henry Whiting was born in New York city, but was appointed to the Naval Academy from Wisconsin in 1860. Served on the Hartford in the West Gulf squadron, 1863-5, and received honorable mention by Admiral Farragut in general orders for gallant conduct at the burning of the blockade runner under the guns of Fort Morgan on the night of July 5, 1864; was given honorable mention by the captain of the Hartford at the battle of Mobile Bay; was at the surrender of Fort Gaines; hauled down the confederate flag and hoisted United States served on the Kearsarge after the war; successively commanded the Saratoga, Kear-

appointment to the navy in 1857. His last sea service was in the command of a squadron at Taku. China, during the re-cent difficulty, when the forts were bomparded, but kept the American vessels from taking part.

#### A NUMBER OF DISMISSALS. Weeding Out in Post Office Department

is Looked For. While there will not likely be any wholesale dismissal of clerks in the Post Office Department as the result of the investigation, it is morally certain that a number of persons will have to go, and that there will be a weeding out, particularly in the divisions where August W. Machen and George W. Beavers held supreme sway for

While Fourth Assistant Postmaster General Bristow is disinclined to discuss anything that pertains to the report, he is engaged in preparing his report for President Roosevelt and whenever possible avoids meeting the newspapermen. Because of this feeling there is a well-defined impression at the Post Office Department that he will recommend the dismissal of a trial of the president of the presid he will recommend the dismissal of a number of persons who were proteges of Machen and Beavers.

#### SECRETARY MOODY'S STATEMENT The Circumstances Attending Marine

Band's Visit to Chicago. Secretary Moody made the following statement today regarding the recent visit of the Marine Band to Chicago:

"Application was made to the Navy Department for permission for the Marine Band as an organization to attend the banquet at Chicago as guests and to play in the auditorium at the public meeting immediately following the banquet. The request was made by the mayor of the city, by the chairman of the banquet committee and by members of both houses of Congress. It was decided by the department that the affair was one of national significance and that the Marine Band as an organization might properly attend. No question of compensation was considered and the only question considered by the department was as to whether the event was one of national significance warranting the permission desired."

#### ASSISTANT NAVAL SECH. RY. Advisability of Appointing Another One Discussed.

The advisability of recommending the appointment of an additional assistant secretary of the navy is under consideration at the Navy Department. The plan which is said to have originated with the general board involves the appointment of an officer of the navy, who, it is argued, would be better qualified to pass upon and decide the many purely technical military questions that frequently arise in the department than a civilian. The question has been referred to Assistant Secretary Darling, that frequently arise in the department than a civilian. The question has been went away contented that he had restored Old Glory to a proper position. People around the White House and in the State, War and Navy and the Treasury buildings noticed the flag flying in distress, and it



Silas S. Daish's Grain Elevator Burned Today.

ENTAILS HEAVY LOSS

ESTIMATED TO BE BETWEEN \$75,-000 and 3100,000.

Two B. and O. Freight Cars Laden With Grain Also Destroyed.

Three alarms of fire called seven engine companies, two trucks and the water tower to the grain elevator of Silas S. Daish, at the corner of Brentwood road and Florida avenue, about 11 o'clock this morning, and the firemen who responded worked harder than they have been obliged to do in several months. The character of the Trades Unions Threaten to Retaliate on building construction made it extremely difficult for the men to cope with the flames. the solidity of the walls and the absence of openings through which to throw any water being a serious handicap, and the best efforts of Chief Belt were directed toward saving the lives of those under him and protecting surrounding property, endangered by the high north wind that prevailed. The fire was a spectacular one, and attracted a crowd of probably four or ive thousand persons. This necessitated the presence of the police reserves from several precincts, and even then the firemen were much hampered by the closing in of the spectators, despite the efforts to keep them within limits. Mr. Daish wa not present when the fire started, but stated that a rough estimate of his loss would probably foot up to between \$75,000 and \$100,000. It is not believed that Mr. Daish

had placed much insurance on the structure. The fire started in the rear of the elevaflag; was at the surrender of Fort Morgan; served on the Kearsarge after the war; suc gain headway, and then the strong north cessively commanded the Saratoga, Kearsarge, Alliance and Monadnock.

Rear Admiral Louis Kempff, who will be retired from active service tomorrow, was born in Illinois and has seen active service in all parts of the world since his appointment to the payy in 1857. His last which was plainly discognible from ellwhich was plainly discernible from all parts of the city, also made the work of the firemen more difficult. The water tower could not be used on account of the character of the walls, as noted, but it served the purpose of attracting many spectators, who followed it all the way from the center of the city. Chief Belt exercised the utmost caré in directing his men, and ordered that no one should risk his life in going close to the burning building. This was count of the danger imminent from the fall-

Two Baltimore and Ohio freight cars, loaded with grain, which were standing on the track close to the elevator, were also burned, together with their contents. One of the curious incidents of the fire was the attempt made by a huge flock of English sparrows, who have lived unmolested in the sparrows, who have fived unmolested in the roof of the elevator for years, to get back to their homes during the fire. When the flames first started in the big building the sparrows took refuge in nearby trees, but they evidently did not understand the situation, and in a short time made repeated offerts to fly into the burning structure. efforts to fly into the burning structure. How many were killed in this manner cannot be estimated, but the flock did not seem to be lessened in numbers to an appreciable extent.

### The Walls Fall.

It was believed the walls of the big structure would fall any minute. People who had left their work and had but a few minutes to remain at the fire were heard to express the wish that the walls would fall early, as they thought the sight would be worth seeing. But they were disappointed.

It was about 11 o'clock when the fire started, and the first part of the wall to fall did not come down until about 12:30 o'clock. en it was the south half of the building and the fall made but little noise. Fifteen minutes later a small part of the east wall fell. The last of the big structure came down about I o'clock. The heat was so intense that the firemen were driven from points near the building several times before the last of the walls fell.

Chief Belt was near the building with his men all the time the flames were being fought, and he was highly complimented on all sides for protecting the firemen from danger. It was realized there could have been nothing gained by sending them close to or inside the building. Telegraph and telephone wires close to the burning elevator were put out of service.

Fortunately the fire started at a time when there were no horses in the stable. The small building in the rear of the main elevator was saved, although it was badly damaged. While the exact amount of damge cannot be ascertained, the firemen thought it would be more than \$75,000, but ot more than \$100,000, as previously stated. Mr. Daish could not be found by a Star reporter this afternoon, and the amount of insurance could not, therefore, be ascertained.

struction by fire. The blaze today was the past few years. The property is to be taken by the Baltimore and Ohio Railroad Company, and it is said that \$325,600 was company offered \$117,000 for it.

The elevator seemed to be doomed to de-

Daish and his son were in the fuel business as well as grain, but the fuel supply was not damaged. Long after the walls had fallen the firemen were kept at work in order that the last spark in the debris n.ight be extinguished.

#### STORM RAGING OFF NORFOLK. Gale Estimated at Seventy Miles an

Hour Endangers Shipping.

Special Dispatch to The Evening Star. NORFOLK, Va., October 10 .- One of the worst storms in years has been sweeping this coast for twenty-four hours, and continues with unabated fury. The wind at Virginia Beach and Cape Henry is blowing today seventy miles an hour, and the sea is running mountain high. Sand covers all the railroad tracks along the beach, and traffic from Norfolk, except over one line, is suspended.

The steamship Essex, in today from Providence, R. I., reports a terrible experience and cannot say how the Old Dominion steamship Hamilton, which left for New York last night in the teeth of a sixty-eight-mile-an-hour gale, fared.
All coast wires to Cape Hatteras are down, and the havoc done to shipping there cannot yet be told. Messengers from the coast report two unknown schooner

# WILL WITHDRAW, SAVINGS.

Organized Capital. CHICAGO, October 10 .- "Organized capital, through its Anti-boycott and Employ-

ers' Association, must stop its raids on the savings of the trades unions or the union men will withdraw \$300,000,000 from the savings banks." Such is the statement made by Thomas I. Kidd, vice president of the American Federation of Labor, after an investigation of the damage suits which the capitalized

American Anti-boycott Association and Employers' Association have filed against trades unions within the last three months. Mr. Kidd intimated that it was within the lower of union labor to throw the country into a financial panic by taking from cir culation the \$300,000,000 which he says labor In this connection it may be stated that the money stock of the country approximates \$2,275,000,000.

## HANDICAPPED BY HIGH WIND. Mrs. Stout and Miss Adair Playing

Golf at Philadelphia. PHILADELPHIA, October 10.-The final match in the Griscom invitation golf tourney was started today on the links of the Merion Cricket Club. The contest brought together Mrs. C. T. Stout and Miss Rhona Adair. In addition to this important game the international team match was sched-

uled. The rain storm had passed over and in its place a gale of wind was blowing from the north. This handicapped the contest ants. Miss Adair and Mrs. Stout were square at

the turn, each making the first nine holes Miss Adair defeated Mrs. Stout by 2 up.

#### GREAT DANGER AT PATERSON. Flood in Passaic River Surpasses That

PATERSON, N. J., October 10 .- The flood in the Passaic river today surpassed the mammoth inundation of March, 1902. The river has overflowed hundreds of

acres of streets and hundreds of families

of 1902.

are driven from their homes, many being rescued from upper windows in boats. Mayor Hinchliffe this morning appointed a committee to organize a relief movement. A dam of timber and sandbags is being built to keep the swollen river above the falls from breaking its banks and pouring into the city through a ravine, in which case frightful damage would be done. The

gaslight tonight. There are fears for the electric light station. Scores of mills have shut down. The damage in the city in property is already estimated at half a million dollars, The city almshouse and isolation hospital

gas works are flooded and there will be no

are surrounded by raging waters. PATERSON, N. J., October 10.-Between the hours of 7 and 11 a.m. the water in the river rose four inches. The flooded district comprises Water, East Holsman, Washington, Bridge, River, Straight, Fair, Godwin, Paterson and North Main streets, the lower part of Hamilton avenue and a part of Hamburg avenue. About 200 houses have been flooded. Several hundred sufferers are now being sheltered and fed in Apollo Hall. In the Spruce street hill, in the Totowa section of the city, dynamite mines have been constructed with the purpose of blowing up the hill to afford channel for the river in case the river wall gave way, which would endanger one of the most thickly settled portions of the city. All the occupants of houses in the flooded section have now been safely removed.

### Mrs. Lambert Tree Dies at Sea.

NEW YORK. October 10 .- Mrs. Tree, wife of Judge Lambert Tree, the wellknown jurist of Chicago, and formerly United States minister to Belgium and Russia, died aboard the steamer Campania while at sea Thursday evening. Mrs. Tree's death was sudden and unexpected, death being due to syncope. Judge and Mrs. Tree were returning from a European trip. The remains will be taken at once to Chi-

To reach all the people

in Washington all the time

advertise in The Star.

# ROUND OF PLEASURE

Members of Honourable Artillery Sight-Seeing.

### ALL ARE DELIGHTED

WILL RETURN HOME WITH NEW VIEWS OF UNITED STATES.

President Roosevelt to Entertain the Visitors at Luncheon This Afternoon.

The elements seem to have combined against the Honourable Artillery Company of London to prevent the members from seeing the cities they pass through on their fraternal visit to the Ancient and Honorable Artillery Company of Boston. There was but a slight let-up in the downfall of rain that has accompanied the company since its departure from Boston, and that came yesterday as the two organizations marched up Pennsylvania avenue from the 6th street depot to the Arlington Hotel. The rain began shortly after the Honourables and Ancients had entered the hotel. During the evening it continued and the heavy winds made sight-seeing most difficult. The visitors' ardor was not dampened, however. They desired to see the Capitol and the Library, and immediately after their arrival a large party was loaded into automobiles and hauled up Capitol Hill,



### Earl of Denbigh and Desmond.

Photographed by Elmer Chickering. In the evening they attended the theaters and private dinner parties given in their honor, and retired to rest at a very early hour this morning, after a most enjoyable afternoon and night, despite the rain and

unfavorable conditions. While in New York the Honourables became accustomed to rain. They were thoroughly dreached there, and, therefore, did not make any strenuous remarks against the weather when they arrived here, having expended their vocabulary. They were disappointed, however, at not being able to see the city under more favorable conditions, although they were greatly impressed with it as it is. The elements seriously disturbed the program for today, but all of the members of the party scattered about over the city until time to re-turn to the botel and prepare for the reception to be given at 4 o'clock this after-

noon by the President. The President is to receive the visitors at 4 o'clock. The District Commissioners Gen. George H Harries, comminding the Dis-trict militia; the members of the cabinet and prominent army and navy officers have been invited to attend the reception. The visitors will be introduced by Col. T. W. Symmons, superintendent of public build-ings and grounds, and after greeting the Fresident and the other members of the receiving party will be excepted to the

#### panquet room, where a lunch will be served. Party Visits Mt. Vernon.

It had been planned to take the Honourables and the Ancients to Mount Vernon this morning and spend the forenoon there. Special trains on the Washington, Alexandria and Mount Vernon railroad had been fitted up for the occasion, and a boat had also been engaged to take that section of the party which preferred to make the trip by water. There was much discussion re-garding the trip this morning, more than half of the visitors having been erronsously informed that the visit to Mount Vernon had been abandoned. Shortly after 9 o'clock the railroad officials appeared at the hotel, however, and announced that the cars were ready to leave. There was a scramble among the visiting soldiery and a party was organized. The visitors left the ailroad station at 131/2 street at about 10 o'clock, and returned in time for luncheon

A majority of the visitors arose early this morning and started in to see the sights aboard the Seeing Washington cars. The reports that came to the hotel early in the norning of the utility of this mode of visiting the interesting points about Washington were so good that every car that left the station at 14th and G streets was filled with a crowd of uniformed visitors, all eager to see the buildings, parks and streets

about which they have heard so much. The members of the London company were very much surprised and at the same time greatly pleased at the reception ac-corded them in this city. There was not the wild hurrah that they had found on landing at Boston or in New York. The reception here reminded the visitors more of excellent management of the crowds was them state what they expected to find. feelings of the average Washingtonian, but all declared it was one of the most beautiful cities they have ever seen and all remarked on the extremely comprehensive system of streets and the parking system. The open-hearted hospitality of the American people has also been a revelation to the

#### visitors Hospitality Impressive. "Coming over on the steamer we were

torn with conflicting feelings," one of the Honourables said. "We did not know how you people were going to look upon us. We honestly believed, some of us, that is, that our reception by all but the Boston Ancients would be anything but cordial. You could have knocked me down with a feather when I heard the cheer that greet-ed us when we landed in Boston. We were literally taken off our feet by the hospitable Bostonians, and we haven't had time to collect ourselves since. The people here are more cordial than any we have ever met. There seems to be nothing you can't do for us. I think I can speak for our en-tire company when I say that we have never so thoroughly enjoyed anything, and that the visit to America has been a revelation. To me, at least, and I know it is the same with a large number of our fellows